

The Qu'Appelle Progress.

Vol. IV.

QU'APPELLE, N.W.T., FRIDAY, MARCH 15, 1889.

No. 19.

Business Directory.

QU'APPELLE.

QUEEN'S HOTEL,
G. S. Davidson, Proprietor.
LELAND HOUSE,
Love & Raymond, Proprietors.
S. H. CASWELL,
General Merchant.
J. P. BEAUCHAMP,
General Merchant.
G. H. V. BULYEA,
Insurance and General Agent, Dealer in
Flour and Feed, Furniture, etc.

W.M. BRYDON,
Chemist and Druggist.

C. E. CULLEN,
Real Estate Agent.

HARTLEY GISBORNE,
District Superintendent of Government
Telegraphs.

JAMES WEIDMAN,
Book and Job Printer and Publisher.

A. J. BAKER,
Immigration Agent.

G. W. ROBERTS,
Meteorologist.

P. E. DURST,
Watchmaker and Jeweller.

W. H. BELL,
Wholesale and Retail Butcher. Dealer in
Fresh and Cured Meats, Sausage, etc.

A. MCKENZIE,
Baker, Dealer in Fruits, Confectionery, etc.

J. G. MCKENZIE,
Merchant Tailor.

J. B. MILLIKEN & Co.,
Harness and Saddlery.

S. H. COLLINS,
Boots and Shoes.

D. H. McMILLAN, & BRO.
Qu'Appelle Roller Mills.

J. A. COWAN,
General Agent for A. Harris, Son & Co's
Agricultural Implements, Qu'Appelle Sta.

H. A. AXFORD,
Agent for Massey Manufacturing Co. Com-
plete farmers' outfit always on hand.

A. C. PATERSON,
Farmer and General Agent.

THOMSON & NELSON,
Forwarders and Dealers in Building Material.

J. H. MACCAUL,
Lumber Merchant and Insurance Agent.

A. HOLLINGSHEAD,
House, Sign and Carriage Painter.

J. B. ROBINSON,
Contractor, Builder, etc.

J. BURGHALL & SONS,
Builders & Contractors.

LEESON & SCOTT,
Prince Albert Mail Stage line leaves Qu'Ap-
pelle every Tuesday morning.

R. JOHNSTON,
Livery, Feed and Sale Stable.

W. G. VICARS,
Livery, Feed and Sale Stable.

J. DOOLITTLE,
Dealer in Bricks.

J. McEWEN,
General Blacksmith.

FRANK MARWOOD,
General Blacksmith.

J. C. PRICE,
Carriage and Wagon Maker.

CANADA N. W. LAND CO.
Leslie Gordon, Agent.

E. WISMER,
Tinsmith, Dealer in Stores and Tinware.

J. R. BUNN,
Contractor in Plastering, Kalsomining,
Brickwork, Stonework, etc.

E. J. WEIDMAN,
Dealer in Books, Stationery, etc. Agent for
Organs and Sewing Machines.

W. SYME REDPATH,
Advocate, Notary Public,
Issuer of Marriage Licenses
and Insurance Agent.
Box 42
QU'APPELLE, N.W.T.

J. F. GUERIN, L.D.S.,
DENTAL SURGEON,
QU'APPELLE.

OFFICE on Main street, Qu'Appelle.

W. T. THOMPSON, D. T. S.,
DOMINION LAND SURVEYOR AND
CIVIL ENGINEER.
QU'APPELLE STATION.

G. S. DAVIDSON,
LAWYERS' AUCTIONEERS
For the North West Territories. Sales con-
ducted on the shortest notice. Arrange-
ments can be made at my office, or at the
Business Office.

QU'APPELLE.

LESLIE GORDON.

ADVOCATE, NOTARY PUBLIC, CONVEYANCER,
COMMISSIONER FOR MANITOBA, &
Agent for Canada North West Land Co.,
and Qu'Appelle Town Site.

FIRE & LIFE INSURANCE. MONEY TO LEND.
QU'APPELLE STATION, N.W.T.

R. DUNDAS STRONG, R.A.,
LATE OF SUPREME COURT, ENGLAND;
NOTARY PUBLIC,
Advocate for North West Territories,
Solicitor, &c.

MONEY TO LEND. FIRE, LIFE AND ACCIDENT
INSURANCE EFFECTED.
QU'APPELLE STATION, N.W.T.

NOTICE.

NOTICE is hereby given that all parties
removing manure or other nuisance
must deposit same north of Seventh Avenue
and east of Paquin Street, or they will be
prosecuted to the utmost extent of the law.

JAMES FAIR,
Health Inspector.

STRAYED.

ON NOV. 5th, Two Strawberry roan
horses, one 8 years old, docked tail
star on forehead, MP on high shoulder,
21 on off hip, white high hind heel. The
other 5 years old, other brand on right
shoulder, blazed face, long dark tail, brand
vented. Apple to Sgt. Flint, N.W.M.P.
Regina, Feb. 2, 1889.

GRENFELL.

The Grenfell Agricultural so-
ciety have determined to hold a
spring show of stallions and bulls
on the 27th of April.

Attention is directed to the ad-
vertisement of Grenfell school in
another column. The trustees have
determined to erect a school build-
ing worthy of the town, and are ad-
vertising their debentures to be vo-
ted on the 28th inst.

Mr. J. Fotheringham is adver-
tising native maple trees for spring
planting. His trees are two years
from the seed, and have made a
fine growth. He transplanted 1600
of them last spring and the per-
centage of loss was unusually small
which shows their having been
grown under superior conditions.

WHITEWOOD.

(From our own correspondent.)

Skating is the order of day and
night.

We are glad to see Dr. Bird
round again.

Dr. and Mrs. Meyers, of Rolan-

Valley; Mr. Cooper, London, Eng.;
Rev. Mr. McKeenick, Green Valley;
Rev. Mr. Gettee, Carlyle.

Commercial.—Mr. Bole, Regi-
na; H. Bernard, Cleveland, Ohio;
Davis White, Montrose; Alex-
ander, San Francisco; W. Soder-
berg, Kasper Englebrekt, New
Stockholm; C. Hammershaw, Field,
B.C.; J. Cassidy, Sunnymead; C.
McLean, Moosomin; Mr. and Mrs.
Leroy Wright, H. W. Brown, Win-
nipeg.

Woodbine.—S. Emmanuel,
Dr. Rutledge, Moosomin; Messrs.
De Fourgette, De Langle, and Van
Brabant, Sunnymead.

INDIAN HEAD.

EXPERIMENTAL FARM.

Mr. Mackay, superintendent of
the Northwest farm, reports that he
sowed Ladoga, Saxonia, Tulavera,
Scotch Defence, Red and Scotch
square head wheats in the spring of
1888. Tulavera matured late and
was considerably hurt; Defiance Red
was so badly frozen as to be
useless. Scotch square head never
headed out. The following are the

work on the Brandon Experimental
Farm.

To the Editor of the Progress :

DEAR SIR, As a homesteader in
the Municipality of Indian Head,
I would venture to suggest to our
Councillors that it does not appear
to be in conformity with the munici-
pal ordinance to entertain the ap-
plication of the Clerk for the office
of Assessor.

The ordinance specially says the
Assessor may also be Collector but
it would appear to be as far from its
intention for the Clerk to be also
Assessor as it is for one of the Councillors
to be also Clerk.

The bitter experience which us
homesteaders in the Municipality
have suffered through the blunders
of our Council is my only reason
for writing you this letter.

Your's Truly,

HOMESTEADER.

IN BETTER HUMOR NOW

"My son aged eleven, was cured
of an eruptive humor that covered
his head and face with sores, by two
bottles of Burdock Blood Bitters and
Pills," testifies Mrs. Mary Fulford,
of Port Hope, Ont.

QU'APPELLE HUNT.

Nomad, writing in the Canadian
Sportsman, says: "I see that a Hunt
Club has been recently formed at Qu'
Appelle, and am very pleased to note
that the prospects for future success
are in st. excellent. Mr. Peck is the
Master, Mr. Sperling, Secretary, and
the Executive is composed of gentle-
men of the proper stamp to push the
Club's interests vigorously. Five
couples of hounds have been pur-
chased from the Toronto Hunt, and
suitable kennels will be built shortly,
and everything will be lovely no
doubt. The merry men of the Prai-
rie town with the inquisitive name
are slightly fond of a good horse,
and full many of them have doubt-
less sported pink ere ever their eyes
scanned over the Northern grass coun-
try."

They are great fellows, these Brit-
ons, and some of 'em would n't doubt
either be alone with the yelling pack
elbow to elbow with the brush of a stout red rogue,
and with the field lost twenty min-
utes before, and the boldest of the
first flight men three fields behind,
then occupy the proudest position in
State affairs. Yes, sa' tis, and the
grand old British sport that has done
so much to perfect the thwigs and
nerves of men who perhaps were later
on destined to prove the value of
hen hunting training when leading
a cavalry charge, has lost not one
whit of its worth in centuries, an'
while we in Canada perhaps will
never give it that prominence which
it holds in "Merry England," still a
dear of good can be got out of it. I
tally the Nor' Western gentlemen
all have many a rare day's sport,
and hope to hear later on of many a
"good thing" with the Qu'Appelle
pack.

MIRACULOUS.

"My miraculous cure was that I
had suffered from kidney disease for
about two years, was off work till that
time. A friend told me of B. B. B.,
I tried it, and am happy to say that
I was cured by two bottles." Wm.
Tarr, St. Mary's, Ont.

Count Von Moltke celebrated the 70th an-
niversary of his entry into the Prussian
Army.

A GREAT SUFFERER.

The person who is afflicted with
rheumatism is greatly to be pitied
if they cannot get Haggard's Yellow
Oil. This remedy is a certain cure
not only for rheumatism but for all
external aches and internal pains.

A PROFESSIONAL OPINION.

Mr. F. Guérin, M.D., of Leth-
bridge, says regarding B.B.B.: "I
have used your excellent Burdock
Compound in practice and in my fam-
ily since 1881, and hold it No. 1 on
my list of sanitary remedies. Your
three may B's never sing, weaken or
worry."



Qu'Appelle Farmer Threshing No. 1 Hard Wheat.



Threshing Scene in the Northwest.

BRICK FOR SALE

IN ANY QUANTITY

AT THE

Qu'Appelle Brick Yard.

J. DOOLITTLE.

\$20 Reward.

SHAIRED OR STOLEN, a gray or blue
pony mare, white on face, one end front
and one hind hoof, striped black and white;
coming three years old in foal. The above
reward will be paid for any information
leading to her recovery or for her return to
the undersigned.

DONALD MACDONALD
Qu'Appelle, Feb. 5. S. 24, Tp. 17, R. 15.

For Sale.

SPAN OF CHESTNUT Ponies, 14 hands,
good match, one took 1st prize at Qu'Ap-
pelle fall show. Can be seen at Mr. Ga-
rrett's, 56 17th St.



drie, are paying a visit to Winnipeg.

Mr. S. Emmanuel, of Moosomin,
is in town pushing the Insurance
business.

Rev. W. E. Brown, Incumbent
of St. Mary's, is holding a series of
Lenten Services.

Rev. A. Hamilton has gone to
Indian Head to attend the meeting
of the Presbytery.

Messrs. De Fourgette, De
Langle and Van Brabant returned
on Sunday from Winnipeg.

Mr. Leroy Wright after 18
months absence has returned, but
not alone, and has our congratulations
and best wishes.

We understand that Mr. De
Carn, of Qu'Appelle Valley, is
leaving us shortly, having been ap-
pointed to the Indian agency at Ed-
monton.

The Young People's Association
held a miscellaneous entertainment
on Friday evening last, when
Rev. Mr. McKay from Round Lake
gave a lecture on an Eastern trip,
the program being extended by
various songs and readings, to a very
good audience.

HOTEL REGISTERS

—Royal—Mr. Gillespie, Winni-
peg; Mr. and Mrs. Summer, Sum-
mer; Mr. Armstrong, Qu'Appelle.

A Wonderful Story!

Colonel Quaritch

By the Famous Novelist,
H. RIDER HAGGARD.

(CONTINUED)

CHAPTER XXIII.

"GOOD-BY, MY DEAR, GOOD-BY."

When Edward Cossey had gone, Ida rose and put her hands to her head. So the blow had fallen, and the deed was done, and she was engaged to be married to Edward Cossey. And Harold Quaritch! Well, there must be an end to that. It was hard, too—only a woman could know how hard. Ida was not a person with long record of family affairs. Once, when she was a girl, she had a proposal which she had refused, and that was all. So it happened that when she became attached to Col. Quaritch, she had found her heart for the first time, and for a woman, somewhat late in life. Consequently her feelings were all the more profound, and so indeed was her grief at being forced not only to put them away, but to give herself to another man who was quite agreeable to her. She was in a vision of misery, but she did not tell Mrs. Quincey. She looked facts in the face, recognized their meaning, and bowed before their inexorable logic. It seemed to her almost impossible that she could hope to avoid this marriage, and if that proved to be so she might be relied upon to make the best of it. Scandal would, under any circumstances, never find a word to say against Ida, for she was not a person who would attempt to cover up a secret for any length of time, and the week after she had refused him, he was hit, bitter as gall, to be thus forced to turn aside from her happiness—for she well knew that with Harold Quaritch her life would be very happy—and fit her shoulders to this heavy yoke. Well, she had saved the place to her father by it, and also to her descendants if she had any, and that was all that could be said for it.

She sought out night, wishing in the darkness that she had never been born to come to such a heavy day, till at last she could think no more. The air of the room seemed to stifle her, though it was by no means over heated. She went to the window and looked out. It was wild, wet evening, and the wind was driving the rain before it in sheets. In the west the lurid light of the sinking sun strained the cloudy blood-red, and broke in showers of ominous lightning-striking bolts.

But, had as the lightning was, it attracted Ida. When the heart is heavy and torn by conflicting passions, it seems to answer to the calling of the storm, and to long to lose its petty troubling in the tumult of the rushing world. Nature has many moods of which our own are but the echo and reflection, and she can be compassionate when all human sympathy must fail. For Ida's own nature, though she came to me, to be wedded for arms, are ever open to cling the children who can hear her voices. Drawn thereto by an impulse which she could not have analyzed, Ida went upstairs, put on a pair of tights, and sallied out into the wind and wet. It was blowing big guns, and the sea which rolled down, like drops still upon her face like a spray. She ran to the beach, and then into the park land beyond. The air was full of dead leaves, and the grass rustled with them, for this was the first wind since the frost. The great boughs of the oak-crattered and groaned above her, and high overhead, among the sultry clouds, a flight of wind-tossed rocks were being blown this way and that.

In her tall frame against the rain and gale, and fought her way through it. At first she had no clear idea as to where she was going, but gradually, perhaps from custom, she took the path that ran across the fields to Homantown church. It was a beautiful old church, and had originally been founded by the Bossey family, and enlarged (particularly as regards the tower, which had been partially taken down) by the De la Moles. Charles de la Moles was one of the three De la Moles, and was married to the woman in the country by the widow of one of the De la Moles, whose husband had fallen at Agincourt, as a monument forever. There, upon the porch, were carved the "hauls" of the De la Moles, wreathed round with palms of victory; and there, too, within the chancel, hung the warrior's helmet and his dented shield.

Now, to see a young and pretty woman weeping more especially if it happens to be weeping on your shoulder is a very trying thing. It is trying even if you do not happen to be a woman at all. But if you are a man, and with her have a certain knowledge, whereas, if, as in the present case, you happen to worship her, more, perhaps, than it is good to worship any feline human creature, then the sight is positively overpowering. And so, indeed, I proved in the present instance. The colonel could not bear it, but lifted her head from his breast, he kissed her sweet face again and again. Now, nature has generally a remedy to meet us if only we have the sense to look for it, and there is no doubt that this particular treatment has before now proved efficacious in many similar cases. From century to century the bearers of that name had walked in these fields, and lived in yeasterdays, and looked upon the familiar swell of yeaster day and the silver dash of yeaster river, and now there was a new day, and the old, and all the forgotten tumult of that old day was lost in the silence of their narrow tombs.

Ida loved the spot, beloved by her not only by the altar of her faith, but also by the human associations that clung round and shadowed it as the sky clothed its walls. Here she had been christened, and here dwelt her ancestors who hoped to be buried there. Here, too, she had, with her brother James, to sleep, and when she went through the window when the last iron was set up, at the white figures scratched in the stone, which here, too, she had set for Sunday after Sunday for more than twenty years, and stood at the quaint Latin inscriptions cut in her big slabs, which regarded the almost super-

human virtues of departed De la Moles of the Seventeenth and Eighteenth centuries, her own immediate ancestors. The place was familiar to her whole life; she had scarcely a recollection with which it was not in some way connected; it was not wonderful, therefore, that she loved it, and that in the trouble of her mind her feet shaped their course towards it.

Presently she was there in the churchyard, and taking her stand under the shelter of a line of Scotch fir, through which the gale whined and sang, leaned against a side gate and looked. The scene was desolate enough; the rain dropped from the roof on to the sod.

"It is true," she said, with a sigh. "I knew that it would come, those dreadful things always do—and it was not my fault—I am sure that you will always remember that. I had to do it—by advanced the money on the express condition, and even if I could have had more money, I suppose that I would have had to call in my debts. It is not the money that locator, but his bond."

"Charge him for an informal Shylock," said Harold again, and crooned in his bitterness and jealousy. "It is nothing to be done!" he added presently in a harsh voice, for he was very hard hit.

"Nothing," she answered, sadly. "I do not see what can help us up to the man now," she said, "and that is not likely. I don't know what to do with him for the first time in his life by his Christian name, for she felt that after crying upon a man's shoulder it is ridiculous to scruple about calling him by his name. "Harold, there is no help for it. I did it myself, remember, because, as I told you, I do not think that any woman has a right to place her individual happiness before the welfare of her family. And I am only sorry," she added, perceiving a break in his voice, "that what I have done has left you nothing open yet."

He groaned again, and nothing more.

"We must try to forget," she went on sadly. "Oh, no, no! I know that it is not possible that we should forget. You won't forget me, Harold, will you? And though it may well over between us, and we must never speak like this again—never—you will always know that I have not forgotten you, or you not, but that I think of you all the time."

"There is no fear of my forgetting," he said, "and I am strong enough to hope that you will think of me at times, dear."

"Yes, indeed I will. We shall give our hearts to each other for a moment. Everything seemed quite pleasant, and yet we suspected crosswise. His latent distrust of the man, which had not been diminished by the sense of the two nights before, for he never could bring himself to like Edward Cossey—arose in force and made him hesitate when there was no visible ground for hesitation. He had, as has been said, an instinctive repugnance to the man, and this was almost genuine in its intensity, and it was lifting a warning finger before him now.

"I don't quite know what to say," he said at length. "The whole affair is so complicated—it is a hard world, and we must bear them. And it will be all the same in the end, in just a few years. I dare say these dead people have left but the same, and now we must go on, and perhaps there may be something to come, which will be far worse."

"Who can say? You won't give up, then?"

"I am married, at any rate, perhaps you will stop for me, present."

"Harold, you are good-by, my dear, good-bye. No, don't come with me. I am finding my own way home. And now, why do you wait? Good-bye, good-bye forever in this place, Harold, will you? Not unless I am married, at any rate, perhaps you will better go then. Say that you won't go all then, and you will let me see you some time, is such a comfort to see you."

"I should have gone certainly," he said, "New Zealand probably, but if you wish I will stop for you, present."

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The Qu'Appelle Progress

IS A STRAIGHT.

PROHIBITION PAPER

Making the Cause of First Political Importance.

Only One Dollar a Year in Advance.

FRIDAY, MARCH 15, 1889.

PROGRESS I

The QU'APPELLE PROGRESS was established as a weekly newspaper in November, 1885, and from a small beginning an extensive publishing and printing business has been built up. The printing office when first opened had barely sufficient plant to print the paper and turn out a limited line of job printing, but the business grew so rapidly that in a short time a new 30-inch Peerless front lever paper cutter was purchased, and new type has been added from time to time till at present there is standing in the office eighty-four pages of a book with other job work while we are printing this issue of THE PROGRESS. The secret of this grand success has been the superior quality of the work done. The demand for our many colored one impression chromatic posters is not confined to the Qu'Appelle district alone; but orders have been received from points distant hundreds of miles and which came past other printing offices. THE PROGRESS book department has turned out one work of over 700 pages for the Northwest Government, which to-day is the largest and best printed book ever issued from any press in the North West Territories. Besides the above other books have been printed, and a large range of job printing is now done. THE QU'APPELLE PROGRESS commenced as a six page thirty column weekly, and was enlarged from time to time till the close of last summer when we adopted the present eight page forty column size, and it is now issued as an entirely home printed paper. At the low price of one dollar a year the subscription list has steadily increased till now it has a very wide circulation, 2,000 copies are issued this week. While generally endorsing the principles of the Conservative party, the policy of THE PROGRESS has been one of unflinching support of the Prohibition of the liquor traffic, subordinating all party considerations for the accomplishment of that great reform. The Prohibitory provisions of the Northwest Territories Act have been steadily defended by THE PROGRESS. The business was begun in a rented building but a year and a half ago was moved into premises built and owned by the proprietor.

GOVERNMENT TELEGRAPH SERVICE.

NORTH WEST DIVISION.

The following is a brief history of the pioneer telegraph line in the Territories. When the government of Canada, 1872-73, decided upon the construction of the Pacific Hallway, it was deemed advisable to erect a temporary or pioneer telegraph line between the west coast of Lake Superior, via Selkirk, and north of Lake Manitoba, to Fort Edmonton and thence via the Yellow Head Pass and the North Thompson to Cache Creek, B.C., and thence connect with the established government lines of that Province. The entire distances were estimated at 1779 miles made up as follows: Fort William, Ontario, to Selkirk, Manitoba, 410 miles; Selkirk to Livingston, N.W.T., 295 miles; Livingston to Edmonton, 517 miles; Edmonton to Cache Creek, 557 miles. Only 1300 miles of the above line were ever constructed. The line between Edmonton and Fort William and from a point on the North Thompson via Kamloops to Cache Creek were constructed. The lines mentioned above were transferred from the Department of Railways and Canals to the Department of Public Works, and incorporated with the Government Telegraph Service on the 1st July, 1882. That portion of the line between Selkirk and Fort William was handed over to the C.P.R. Co. during the year 1883.

In consequence of the change of route of the Canadian Pacific Rail-

road, and from the cost and physical difficulties in maintaining the line between Selkirk and Humboldt in working order, this portion of the Territorial line was abandoned in the summer of '82 (about 435 miles abandoned), leaving only 419 miles of line in the North West Division. In September '82 Mr. Hartley Gibson, Assoc. M. Can. Soc. C. E., an electrical engineer, who had been building telegraph lines for the Government Telegraph Service of Canada from March '80 to July '82 in British Columbia, was sent by the Government to take charge of the North West Division, as District Superintendent and Electrician.

During the Fall of '82 a telegraph line was commenced to connect the town of Qu'Appelle via Fort Qu'Appelle and Touchwood with Humboldt. On account of the early winter and the great difficulty to get materials and men, the line was not completed until August '83. This made a total of 568 miles of line. The material principally used on all the lines were a very inferior glass insulator, No. 9 galvanized wire, and poles 21 ft. long by a diameter of 2½ in. of populus alba, populus balsamifera, and populus tremuloides.

Prince Albert, a very important town, then by far the largest place in the Territories, was connected with the main line by a branch line via Clarke's Crossing and Duck Lake during the Fall of '83.

During the months of May and June '85, two first class telegraph lines were built for military purposes, at an average rate of nearly 7 miles per day, from Moose Jaw to Wood Mountain, 96 miles; and from Dumbore to Fort McLeod, 13 miles. Two short lines were also built from Edmonton to St. Albert, and from Saskatoon to Clarke's Crossing, the former 9 miles, the latter 16 miles. During the year of

the rebellion of the Indians and Metis the agents of this Service in charge of telegraph offices often in isolated places showed great courage, especially Mr. Molloy, agent at Clarke's Crossing, who hid his family in the bush, and then went and attended to his duty at the risk of his life.

During the year '86 the Government decided to abandon the line from Edmonton to Battleford via Eleanor and to rebuild all the lines, using cedar, tamarac (larch American) and iron poles in place of the poor poplar poles formerly used, and to use "G" porcelain insulators, and to build a new line from Battleford to Edmonton via Fort Pitt, Onion Lake, Frog Lake, Saddle Lake, Victoria and Fort Saskatchewan. The whole of this work was completed by October, '88. 90 miles of iron poles were used between Battleford and Fort Pitt. The length in miles of telegraph lines in the North West Territories belonging to the Government Telegraph Service is about 920 miles. The headquarters of the North West Division was at Battleford until October, '88; then it was removed to Qu'Appelle, which is a more convenient place and the most important town between Brandon and Calgary.

The second number of the Prince Albert Critic is to hand. It is printed on a cyclostyle, but about the time the copy we received was being printed the machine must have been sick, as it is not as readable as it might be. Still the Critic shows good penmanship, and the articles are well written. It also contains a large amount of excellent reading. But the matter may be ever so good, if not clearly printed, it will create a bad impression upon the public. We wish the Critic such a degree of success that it will soon be issued from a regular printing press.

The Dominion Illustrated weekly for March 2nd contains the usual number of fine illustrations. This publication was commenced nine months ago and it has maintained throughout the excellence of its engravings. Its illustrations have no superior either in America or Europe. They are equal to a first class photograph. The number for March 9th will contain a pictorial record of the Montreal carnival. The publishers are G. E. Desbarats & Sons, Montreal.

A REVOLUTION.

In our last issue and also in this we give a number of articles taken by permission, from a book published by Mr. C. T. Lewis, of Indian Head. The object of the writer in issuing the book is to popularize what may be called "A Revolution" in the relation of the intended-to-be married and the newly-married with the railway or steamship passenger transportation companies. Mr. Lewis's scheme has met with the unqualified endorsement of the press of the Northwest Territories and everywhere in the Northwest the deepest interest is taken in the matter. The publication of Mr. Lewis's book has so raised the hopes of our bachelors that it is trusted the C.P.R. will soon adopt the scheme. Leading railway officials frankly admit that it does indeed meet one of the great wants of the West. We are convinced all that remains is to give the scheme practical test to secure its speedy adoption as one of the standing regulations of all passenger transportation companies. As the certificate is self-explanatory we give copy of it below. The copy contained in the book was printed at THE PROGRESS office, was handsomely executed in colors. The following is the form of the certificate:

LOOK OUT FOR IT.
If you are troubled with a cold or cough, however light the attack, look out for it, do not allow it to settle on the lungs; break up the cough by loosening the tough phlegm with Hayard's Pectoral Balsam.

J. Burghall & Sons, CONTRACTORS & BUILDERS

P. O. Box 409, Qu'Appelle

Jobbing Punctually attended to.

SEED OATS.

1000 BUSHELS OF GOOD

EGYPTIAN OATS,

Free from other grain or weeds, are offered for sale at 30 cents per bushel.

H. Q. STILBORN,
Sec. 28, T. 21, R. 9
Pheasant Forks, March 13, 1889.

TREES.

NATIVE Maple for spring planting, averaging about two feet high, well rooted. Price \$5.00 per hundred.

Trees from 6 to 9 feet, 25 cents each.

JOHN FOTHERINGHAM,
Sec. 34, T. 15, R. 8.

Grenfell, March 14, 1889.

BULL FOR SALE.

HIGH GRADE BULL, two years old, color dark red.

JOS. FESSANT

See 2, Tp. 19, R. 15.
Edgeley, March 14, 1889.

The Union Credit Protective Association.

FOR Province of Manitoba, North West Territories and British Columbia, or any part of the United States. Main office, 455 Main Street, Winnipeg, Man.

OBJECT—To make people their bills who can and won't. Changing their name, or moving, eats no figure, having Attorneys in every town, are very easily found out.

O. E. COLLINS, Gen'l Manager.

LESLIE GORDON, Solicitor, Qu'Appelle.

If You Would Reap a Big Harvest & NO SMUT,

Buy your Blue Stone at the Qu'Appelle MEDICAL HALL.

NOT TRANSFERABLE. NOT GOOD FOR A PASSAGE.

* PASSENGER'S * Return Rebate MARRIAGE Certificate.

Copyrighted in Canada,
Aug. 29, 1887, by C. T. Lewis, Author,
Indian Head, N.W.T., Canada.

Copyrighted in United States,
Oct. 7, 1887, by G. W. Craft, Proprietor,
Indianapolis, Ind., U.S.

Mr.

from

the sum of

of said conditions be entitled to the following date, viz.: Dollars, subject to the conditions on the back hereof, will on fulfillment of said Certificate after having been completed, is duly surrendered within months at any regular ticket office of this company, or connecting lines, when the holder thereof purchases two regular tickets, for himself and wife, over this company's lines back to the originating station or any point covering the double journey.

SIGNED.

General Passenger Agent.

Ticket Agent.

Holder of Certificate.

Instructions to Ticket Agents.

The agent who issues this Certificate is hereby authorized to present the interests of the company and public by granting this certificate only to those for whom it is intended, and when issued will be held responsible for seeing the same properly signed and plainly stamped. When issuing this certificate for wedding trip the agent will be careful to stamp the same and write the name of the purchaser in the blank space at top for that purpose but he must in no case sign the Certificate until tickets are purchased. The Certificate may be mailed to any applicant paying for the same and similar conditions as when personally asked for, and will be good for six months after date thereof.

(Reverse Side of Certificate.)

CONDITIONS.

To entitle the holder of this Certificate to the amount of rebate specified thereon, he must have been married between the dates stamped hereon, by the office at which he procured this Certificate, and that stamped hereon by the office at which this Certificate is duly surrendered in its complete form, providing always that the time does not exceed SIX MONTHS, when the Certificate shall be null and void; and the following Marriage Certificate must in all cases be properly executed, signed by the officiating clergyman, and witnessed by two responsible parties.

MARRIAGE CERTIFICATE.

This Certifies that Mr. _____ and Mrs. _____ were solemnly united by me in the holy bonds of matrimony at _____ on the _____ day of _____.

TWO WITNESSES,

SIGNED,

Officiating Clergyman.

TO TICKET AGENT.

Dear Sir: Having complied with the terms of this Certificate, please supply me with two regular tickets from _____ to _____ for myself and wife.

Yours truly,

COUNTERSIGNED,

Holder of Certificate

Instructions to Ticket Agents.

The Agent to whom this Certificate is surrendered when complete, will be careful to note if any erasures have been made in the amount of rebate, originally specified thereon, and when satisfied that the contract has been carried out in good faith by the holder thereof, will honor the same, sending the complete certificate to the Auditor as a voucher taking credit in weekly statements.

Newsy Notes.

The Week's News Called down for Progress Readers.

Bufford's sons, lithographers, Boston, have suspended.

King Milan's abdication caused little comment in London.

Ex-King Milan, of Servia, has adopted the title of Count Takowa.

Archibald L. Macdonald has been appointed coroner of Glengarry county.

The Electric sugar quintette were sent to the city prison at New York, Friday, without bail.

Advice from Switzerland state that the damage done by the recent snowstorm has been enormous.

Resignations to avoid getting the sack are the order of things in government situations in the States now.

The British schooner Gleamor, of St. John's, N. B., has been seized at Booth Bay, Me., for non-duty.

A light earthquake shock was experienced through a section of Leelanau, Pa., about 6:30 Friday evening.

The Daily News' Rome despatch says that the Vatican is satisfied with the malevolence of the American cabinet.

The Propaganda is informed that America relations with the Holy See will be of the most cordial character.

Beecher's tomb in Greenwood cemetery was strewed with flowers Friday, it being the second anniversary of his death.

The boiler in Warner's saw mill, Wayne, Mich., exploded Friday morning, instantly killing M. Westfall and injuring two other men.

The premises occupied by T. Snook & Co., Chatham, were gutted by fire the other day. Loss, \$20,000, insurance, \$15,000.

The jury returned a verdict exonerating the Grand Trunk Railway Company from any blame in regard to the recent bridge disaster at St. George.

Monday afternoon a man named Joseph Baumert of Durhams was thrown off the track by a train and severely injured. He is very deaf, may recover.

Fire in the building belonging to Lemay, Son & Co., wholesale druggists, Montreal, under reconstruction occurred the other day, and \$5,000 damage was done.

Emperor William has refused to grant a pardon to the duellist who recently shot Dr. Hall, thus confirming the prisoner's sentence to thirty months imprisonment in the fort.

It is the intention of the London Trades and Labor Council to circulate a petition throughout the Dominion in the near future to secure legislation in favor of eight hours constituting a day's work.

In a lecture on Friday night last in Toronto, on Jesuitism, Rev. E. A. Stanford said: "This is what ought to be done with both political parties. Smash them up," and the audience cheered wildly.

Several Calabrian farmers near Kingston who purchased land in Darling township have capitalists looking over it for one, and so good are the prospects that \$50,000 have been offered for the site. It will be accepted.

Telephone connection was made between Fredericton and St. John by space telegraph wires. Rev. Mr. Dubeon, Methodist minister of the former city, allowed the church to be placed on the circuit. The sermon was heard by a number of St. John residents.

Last Sunday Rev. Father Whelan of Ottawa, offered to pay \$500 to anybody who would prove that the oath of the Jesuits sanctioned doing of wrong, that good might come of it. Rev. Dr. Wild, of the Bond Street Congregational Church, has even taken up the challenge of the resolution that the cause be submitted to a jury of twelve evenly divided between Roman Catholics and Protestants, and moreover offered to sacrifice an additional \$500 if he did not prove the point named.

The latest phase of the Commercial Union question is much discussed here. The Globe inquires that the Conservative party intends to change its policy, but admits there will be no honest expression of opinion as to what measure of reciprocity in interests of the country will be best. The paper says: "We will wait a long time before they find Canada desiring itself by becoming a supplier for its own absorption by a foreign power. The resolution, however, will have its use, for it will show plainly to Canadians the fate prepared for them by these terrors of Laurier and Sir Richard Cartwright."

In the Ontario Legislature Mr. French, in moving for a return showing the sum of money paid for conducting prosecutions under the Canada Temperance Act, said the Scott Act was badly enforced in Grouville. Not half the fines were collected, and there was a dead loss of \$10,000 a year to the crown. He also said that the law was not the working of the Act and was only waiting for an opportunity to vote it repealed. The Attorney-General said the Government had endeavored to enforce the Act, and he believed they had succeeded fairly well, considering the fact that the municipal councils on whom much demanded rarely gave any assistance towards its enforcement. The motion was passed.

On Saturday last W. O'Connor, of Toronto, and Jake Gaudaur, of St. Louis, rowed a three-mile boat race for \$1,600 a side, and the championship of America, on San Francisco Bay. A stiff breeze was blowing at the time and a heavy swell existed. O'Connor won the toss. O'Connor caught the water first. At the start both men were rowing 46 strokes per minute. When about 360 yards from the starting point Gaudaur hit his stroke, owing to a slight sprain, but regained it and made a spurt till a quarter of a mile, when he again lost the water, and turned his boat around he came back and gave up the race. O'Connor finished the race in 19 minutes and 45 seconds. Four thousand people witnessed the race but the betting was light and two to one on O'Connor.

The North-West.

News Culled for The Progress by our own correspondents.

WHITEWOOD.

Mrs. Hale is on a visit to her relatives. Wheat still at 95¢, but the supply is small.

After the cold snap the thaw was made puddle-dodging the order of the day.

Mr. F. Chamberlin had a series loss on the 24th, finding one of his live horses dead to death.

The latest conundrum in town is: Why did the Moose Jaw police stop Mr. Pearson's bear last Thursday?

Mr. H Morris Beadle returned from Vancouver last week and reports things fairly good at the coast.

We are glad to hear that Messrs. Beale and McArthur are now on a fair way to recover from their indispositions.

A surprise party was given at Mr. Robison's on Wednesday. A pleasant evening was spent, but what were the boys doing for their herring for?

The bright weather of Saturday brought out a strong party of juvenile equestrians, who seemed to enjoy their mounts as much as the shelled toboggan.

Hotel Registers—Royal: Mr. Branson, Brandon; Mr. Green, Brandon; Mr. Smith, Emerson; Mr. Armstrong, Qu'Appelle Valley; Woodbine, J. Vass, Estevan; J. Munro, Winnipeg; Commercial: E. Drain, Sunnyside; W. Greig, Montreal; A. Holday, Montreal; A. Fisher, Winnipeg; Mrs. Hero, Moosejaw.

WAPELIA.

James Agnew, Esq., is erecting a fine residence in the western edge of the Garner estate.

G. A. Delbridge, a well-known cheese manufacturer, addressed the farmers on the 21st, in the starting of a cheese factory here. Mr. Delbridge handled his subject as none but practical men can, and upon resuming his seat was greeted with loud applause. The committee who arranged the meeting after the lecture and street walk opened.

If the thing is carried on in a spirit according to the times, a cheese factory will be in operation in the near future.

Five years ago a young man arrived in Winnipeg with a few dollars in his pocket, plenty of grit in his constitution, a determination to grow up with the country, and to do his share in building up this vast home for millions. This man's name is Joseph Epion, a native of Hutton, near Altringham, Lancashire, England. He immediately procured work at his trade (plasterer) and by steady perseverance accumulated sufficient wealth to take up a homestead. Some friends living near Wapella persuaded him to enter for a homestead near the town. He did so, and built a house and stable of sods, and then married. After that he began to cultivate the soil. After that he began to reap the fruits of his labor, but still on his plot until he had secured a steer here and a heifer there, adding to his stock whenever the chance offered. Keen at a trade, up in the morning two minutes before the early worm, Joseph corralled the worm. A clear eye for business and indomitable perseverance will up to good account. He placed Mr. Epion in a five room in the following position: 160 acres of land fenced, a good log house built and plastered, a team of horses, a team of ponies, seven head of cattle, and a house and blacksmith's shop in town, which he recently purchased from Mr. Arsenault. Now, sir, there is no reason why every immigrant who comes in as Mr. Epion did should not and need not succeed as well as him. Of course had he had \$500 when he arrived it would have been easier for him, and doubtless he would have been five times better off to-day.

MOOSOMIN.

On the 28th ult., several arrests were made by the Mounted Police stationed here to secure the apprehension of some persons suspected of stealing grain and other necessities of life, but were not detected till yesterday when the police were put on their track and gave them a surprise.

The Mutual Improvement Society had a debate last night on the following subjects: "Resolved, that the adoption by Canada of unrestricted reciprocity with the United States would be more to her interest than a continuance of the present protective policy." The affirmative was led by Richard Campbell, supported by Mr. Lapp and S. K. McLean. The negative was led by G. McLean, supported by J. Heslop and D. Neff. At the close of the discussion Mr. McLean, supported by J. Heslop and D. Neff, asked for a show of hands to decide which side had the best of the debate, when it was announced by him that the affirmative had the most votes. The debate was a spirited one and well argued in both standpoints.

REGINA.

On March 20th, instant, the raters of Regina asked to vote for or against a by-law to raise \$12,000 on debentures for the purpose of erecting a new school building.

Much regret is expressed regarding the accident which befell Mr. J. H. Marshall, of the town, in the G. T. railway horror at St. George. Mr. Marshall's newly-wedded bride was also slightly injured.

On Monday evening last, the capping committee of the Methodist church to be erected this summer reported having secured subscriptions amounting to over \$2,300, and expected when they completed their labor to have \$2,700.

Moors, Williams and Willoughby are the successful tenders for the Indian Industrial school, and as soon as the roads permit the contractor will get to work, hauling materials to the site, which is four miles from the town. Mr. Chas. Wilberforce, of the firm, first just returned on Wednesday last from Almonte, Ont., bringing a bride, who was formerly Miss Ella Bea, daughter of W. H. Bea, of Almonte. Both received the warmest greetings.

MOOSE JAW.

The Moose Jaw Board of Trade met last night and elected officers, etc. T. B. Baker was elected president and Wm. Riddell vice-president.

Three car loads of stock have arrived here from the west, and Mr. F. Fysh, of London, Ont., who intends starting a large ranch near here. A. K. Grayson brought a car load of horses for sale. Mr. Lewis also brought a car load mostly to sell. Owing to the great increase in farming this season there is quite a good demand for horses and oxen.

EDMONTON.

Edmonton Bulletin.—The Edmonton mail weighs from ten to two hundred pounds every trip.

A prairie fire started north of town on Saturday afternoon which burned two hay stacks near J. Favel's place belonging to K. Macmillan, and was still burning at night.

Active steps are being taken to organize a board of trade for Edmonton. It is probable that application for incorporation will be made to Ottawa by next mail.

Messrs. Reid and Beaupre, of Fort Saskatchewan, were prospecting for coal up the river from that point on Monday, and found workable seams a few miles up.

R. Logan, of Beaver Lake, was in town this week. Weather mild and ground bare of snow at the lake. Cattle ranging on the prairie in preference to eating hay, but not doing as well as on hay last winter. There were many cases of cattle that were taken a couple of weeks ago, or perhaps more, and when thunder there was the same as was taken for an earthquake at Edmonton. A bridge of 30 feet span has been placed across Ross creek in the settlement at an expense to the Northwest Government of \$50.

DISASTROUS RAILWAY ACCIDENT.

St. George, Ont., Feb. 23.—As the people of this town were hurrying to their evening meal yesterday many of them witnessed one of the most disastrous railway accidents that has occurred in Western Ontario. The Atlantic express is due here a few minutes after 6 p.m., as it was passing over a bridge, just east of the station, a piece of iron from a broken tire on the engine fell down, and getting between the wheel and rail caused the latter to spread, and the first passenger coach, the Pullman and dining cars went through the middle section of the bridge. The news rapidly spread to the several homes, and the wildest excitement prevailed, almost every citizen rushing to the scene of the accident. Wiling hands went to work removing the debris, and the dead and wounded taken out were removed to the hotels and private residences, and the ladies of the town did noble work in nursing the injured. The scene of the bridge was one of devastation, and heartrending in the extreme. The weight of the cars coming down on the single tie broke a number of them away, and carried down with them other portions of the bridge, which lies in a heap in the valley. The Pullman car turned a complete somersault in its descent, and alighted on its wheels; the dining car stood on its head. The groans and cries for help from the injured were enough to make the stoutest heart weep at the sufferings endured. Everything was done for the relief of the sufferers. The local doctors were promptly on hand, and they were joined after by physicians from Paris, Brandon, Woodstock, Hamilton and London, brought by special trains from those points. The following persons were

KILLED:

Dr. Swan, A. W. Francis and Mr. Peers, of Woodstock.

Mr. McLean, of the firm of McLean & Beecher, Detroit.

Mr. Barnes of Hamilton, and Capt. Moore, of Brantford, both of the Salvation Army.

George Tegat, of Mitchell, and William Kemp, of London.

Conductor Revel, of London, is seriously injured, and he is not expected to recover, while the following are more or less injured: Mr. and Mrs. J. R. Marshall, Regina, N.W.T.; T. J. Doutney, temperance lecturer; Mrs. Jennings and May Jennings, Paris; Mr. and Mrs. Buddin, Dorchester; Mrs. Higgins, Toronto; Mr. McLeod, Ingersoll; Miss Chaffee, Pontiac, Mich.; J. Hislop, Goderich; D. Peacock, R. W. Knight, Woodstock; J. McKinley, Detroit; F. Hancock, London; G. Forbes, New York; J. H. Wilson (colored), Chatham; Mrs. Evans, Hamilton; G. Margetts, dining-car conductor, Niagara; R. Hilton, St. Catharines; McLaughlin, London; D. W. Karn, Woodstock; W. Bennet, Sandus, Mich.; Dr. H. Lequenne, Cleveland; Mrs. A. S. Kendall, Detroit.

THE WOUNDED.

People are apt to get greatly excited in case of sudden accident and injury. It is well to be prepared for such emergencies. Hager's Yellow Oil is the handiest remedy known for burns, scalds, bruises, lameness, pain and all wounds of the flesh. It is used internally and externally.

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D. M. FERRY & CO'S

Flower and Garden Seeds IN GREAT VARIETY AT QU'APPÉLLE MEDICAL HALL,

In "The Progress" Building.

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PATENT MEDICINES,
TOILET ARTICLES,
TOGETHER WITH A FULL ASSORTMENT OF
Books, Stationery & Fancy Goods,

FORMING A FIRST CLASS DRUG & STATIONERY STORE,

Horse and Cattle Medicines a Specialty.

Physicians Prescriptions and Family Recipes Carefully Compounded

PRICES RIGHT.

WM. BRYDON.

(Late Examiner of the Ontario College of Pharmacy.)

MANAGER.

Qu'Appelle, Oct. 18, 1888.

JUST ARRIVED!

One of the Largest, Best and Most Complete Stock of

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IN ALL SHADES,

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S. H. CASWELL.

Wholesale and Retail Merchant and Banker.

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MANAGING DIRECTOR FOR CANADA.

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Building Sites at all Stations on Main Line of above Railway
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LESLIE GORDON,

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advance; single copies 5 cents.

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to insert advertisements of a questionable
or objectionable character.

Address, JAMES WEIDMAN,
Qu'Appelle Station, Assiniboina.

FRIDAY, MARCH 15, 1889.

A REVOLUTION IN RAILWAY TRAFFIC.

From a book entitled "The World's Return
Rebate Marriage Certificate, or the Want
of the West," by permission of the Author,
Mr. C. T. Lewis, Indian Head, N. W. T.
A copy may be procured from the Author
by mail for 25 cents.

THE CERTIFICATE FOR WEDDING TRIPS.

The important announcement that the Marriage Rebate Certificate can be used by the general public in securing reduced rates must greatly enhance the value of the invention and makes it of universal interest, as it meets a want that finds an echo in every breast. And it can be done, not only without loss to the transportation companies, but we are confident that it would become an important factor in winning new traffic, as it would hold out inducement to young people and others entering the matrimonial relation to more extensively patronize our railways and steamships. The thing looks so natural and reasonable on the face of it; besides the inherent desire of the newly married people to be away and spend the honeymoon. Society demands it, and it is a growing tendency of the age. The Certificate is therefore opportune and is just what is required to please the masses and serve the interests of the railways. We want more mutual policies, instead of waiting for the people to arise and by their votes and voice in the councils of the nation demand reforms with a vengeance as is sometimes rashly done. The men that handle these great national highways of travel, are the shrewdest of men and should anticipate the wants of the people and be the first to move in these matters that must come with time.

The people using these Certificates for wedding trips would be traveling exclusively for pleasure. They would in no way interfere with others paying regular rates who are on business. Hence no room for complaint, for the man of business-day might want to take advantage of the Marriage Rebate to-morrow, it being a once in a life time policy. Thus its benefits would extend to all classes, as all marriageable people could have one opportunity of using it if they so desired, providing they complied with its every pleasant and natural conditions.

MODES OPERANDI.

To meet the wants of the masses we propose that the Certificate be placed on sale at all booking stations and that it be issued at any time called for by the patrons of our railways, the same as marriage license. The same certificate can be used for ordinary wedding trips as will be required for colonization purposes as already described, only the *modes operandi* must necessarily be somewhat different. The copyrighted conditions necessitates the certificate being stamped by the originating office before marriage; hence the holder must possess the certificate otherwise lose the benefit it confers in enabling him to get reduced transportation. In order to make it available to the public, the form can be issued at any time from the office where the would be bridegroom and his bride purpose buying there tickets for the wedding trip after marriage. He can call personally or send by a friend, or if at a distance simply writes the ticket agent enclosing the price of the certificate and does not forget to enclose a postage stamp or two to pay return postage, when the agent mails him the form, and before doing so stamps it and fills in the

name of the applicant, that is all. He must not sign his own name as a precaution until the holder comes and buys two tickets, when the ticket agent again stamps the certificate with his official stamp to distinguish it from those issued for colonization purposes and to indicate the date tickets were sold. Then the same directions apply to this Certificate as in the case of the other. Whatever the Rebate allowed by the company issuing it under this policy is then specified and only obtainable on condition of the holder and his bride returning within six months, when the receiving agent honors it as in the colonization plan, and it becomes a voucher without any correspondence or delay whatever. Once this system is inaugurated and understood it must attract to our great transcontinental lines of travel a largely increased passenger traffic, because of the handsome rebate offered, say from \$50.00 to \$100.00 on the purchasing of four tickets across the continent. Thus, for the sake of getting the reduced rates open to married couples once in a life time, patrons will be induced to spend more money than under the regular passenger rates, while many others would be induced to travel that under other circumstances would not go at all. The rebates could be increased or reduced at the option of the company interested.

BRIEF HISTORY OF RAILWAYS.

The origin of these now vast enterprises, is traced to a simple original contrivance for the transit of coal from the mines in Northumberland, England, and takes us back to some time between 1602 and 1649 but not till about 1702 was there any marked advance on the original tramway. The invention of the steam locomotive, was the work of successive geniuses. Watt first demonstrated the practicability of steam engines. Richard Trevethick has the merit of inventing the first self-acting steam carriage in England in 1801. He took out a patent and attracted the attention of thousands in London by exhibiting his novel machine, and in 1804 he utilized his machine by drawing wagons on a crude railway; it drew only ten tons of bar iron at the rate of five miles an hour. George Stephenson made such success with his locomotive on the Killingworth railway in 1824 that it was afterwards applied on the Stockton and Darlington railway for which the first act of parliament was passed in 1821. Stephenson was greatly aided and encouraged by Edward Pease. Notwithstanding the proved feasibility of railways the public took little interest in their development at first. The idea of railway systems was first conceived by Thomas Gray of Nottingham, but he was no mechanician though full of enthusiasm. He worked on the exploded idea that locomotives must have cogged wheels. The opening of the line between Liverpool and Manchester on the 15th September, 1830, which was surveyed by Stephenson and supplied by several of his improved locomotives may be regarded as the first successful inauguration of railways. In America, as early as 1782, Oliver Evans, of Philadelphia, patented a steam wagon, but it was not until 1829 that a locomotive was actually running in America and it was built by George Stephenson, the English engineer. The first American engine was the "Tom Thumb," constructed by Peter Cooper and was placed on the Baltimore & Ohio in 1830. This road was commenced in 1828, and in 1831 carried more than 80,000 passengers and about 6,000 tons of freight. It will interest the reader to know, the name of the oldest locomotive engineer in America, if not in the world, Henry G. Raworth, now of Augusta, Georgia, will soon see his 77th birthday if his valuable life is spared, was born Dec. 15th, 1811, in Charleston. He stood at the lever of the "Best Friend," after it had been rebuilt and named the "Phoenix." This was in 1834 on the old South Carolina road. Raworth has seen fifty years of active service and only stepped down from the footboard of his engine for the last time a few

years ago. At the close of the present year, 1888, there will be about 17,000 miles of railway in Canada and the United States. At the close of the last fiscal year the capital stock of the railways of the United States amounted to \$4,191,562,029, and their total liabilities \$8,896,431,214, while their total assets exceeded their liabilities by \$303,523,301. Railways are now the order of the day in all parts of the civilized world. Even walled China must give place to the steam engine, and it is now announced that a railway is to be built between the Mediterranean and Jerusalem, once the city of the Great King and the pride of the whole earth. Chang cars for Jericho, Dan and Beersheba will soon be heard by the traveller visiting the city of Solomonites and the humble birth place of the Prince of Peace.

The Railways of the world are today estimated to be worth five or six thousand million pounds sterling, representing one tenth of the total wealth of all civilized nations. The aggregate plant used in all manufacturing industries cannot equal it in value, and the capital engaged in banking is but a trifle in comparison. Take the world's whole stock of money of every kind, gold, silver and paper, and it would only purchase a third of its railroads, such is the record of fifty years. What of the future.

LIFE ON THE RAIL.

Railway service is military in its organization. The great Alexander never had more thorough command of his all conquering army than does the general executive officer of any of our great railway systems of to-day, with their thousand of employees, all at their various posts of duty, and as a whole the men in a sense when properly treated, are as loyal to the companies and are as ready to do and to dare as the faithful soldier who without hesitation goes forward to duty at the word of command. And as the success of any military organization depends greatly on its generalship, upon the qualities of its various officers to command respect and cheer the men on to duty often amid difficulties and discouragements, so it is of the highest importance to the successful operation of our great railways and to the men employed to have good officers, men who though exacting are just and impartial. Men whose word is relied on; who can feel for the men under them, having been themselves; men who know the value of a kind word and have the courage to say it when duty demands it. Kind words never die. You cannot make a railway man in a day, no more than you can polish a costly gem. It requires long years of faithful application to duty; of earnest persistent toil. In order to qualify men for such important trusts, there are innumerable things to learn in the school of stern experience that cannot be acquired in any other way.

The utmost confidence obtains among railway men, it must be so; precious human lives hang on a word, a sign—time is momentous. Take a wintry night, the storm has raged for days, passengers and important freight has been delayed. All trains are running wild. The aspect of affairs seems awful to the belated traveller anxious to get home where he knows a hearty welcome awaits him in the bosom of his family. Yet the hardy determined railway men have been on duty for forty-eight hours, battling with the elements and facing death and danger in a thousand forms with scarcely a murmur, and like other men they have hearts that love and feel. They have wives and little ones at home anxious for the sound of their returning footsteps. See how the brave engineer takes an order from the telegraph operator, who has simply written the word correct across it. He reads it carefully and without a word or doubt, mounts his fiery steed, and dashes onward to the goal regardless of darkness or danger, thinking only of home and duty. The same may be said of the conductor and his brakemen, whose posts of duty are most hazardous,

The railway man may be designated the soldier of commerce and peace. He is an outcome of a higher civilization than the warrior bold who has won fame on a thousand bloody fields and made the records of his heroic deeds. Though a nation strews his grave with flowers and carves his name on the imperishable monument once happy homes were made for ever desolate and widows and orphans followed his train, and a nation put on mourning at the blast of his bugle when once he sounds the advance. His education and that of the railway man is precisely the reverse, in many respects. The railway man's motto is safety and dispatch while the soldier's motto is destruction and dispatch with a vengeance, and yet there is a most striking analogy between the two callings. The imperative orders that must be obeyed, sacrificing self interest and comfort for the safety and happiness of others; doing one's duty at all hazards; meeting and overcoming difficulties that to ordinary men seem insurmountable, and yet they only seem like play things to men who never say "can't," it must be done and that's all about it. The military man levels cities, strews the seas with wrecks, cuts away bridges devastates the country, in a word destroys commerce and exhausts the life blood and treasure of a nation, while the railway man opens great highways of communication with heretofore inaccessible regions, ploughs the earth with homes of peace and content, builds cities, bridges the mighty rivers, cuts paths through mountains for up among the eternal snows, develops commerce in its broadest sense and transports the products of the populous continents to the sea board, covering the ocean with lines of palatial steamships and the white sails of commerce. They are both men with no scare in their make up. Men of the strong motive temperament. The one's mission is war the other's peace, but if there is ever to be another Waterloo the railway man will act a greater part than heretofore. For with the lightning and pent up force of steam in his hands, he may concentrate the marshalled millions and pride of nations in terrible array on one vast bloody field where amid sulphureous smoke, the rumbling of car wheels and the awful bellowing of cannonade, the fate of nations will tremble in the balance or be decided. As we write we recall the names of many heroes of the rail whose once familiar faces passed the line of our vision in the busy arena of railway life. We desist from calling the roll as it will bring up sad memories and then their name is Legion for they have met their fate in a thousand forms while in discharge of duty on all lines. The Recording Angel knows best where and how they fell.

Their graves are scattered far and wide

By mountain, stream and sea."

Railway life has also its humorous side.

Burdette speaking of the train

crossing-buster says that he is a

buzz between a steam engine and a

a stump extractor. But of all the

undefinable men employed on rail-

ways the station agent takes the

cake. He is indispensable both to

the railway and the public. He

must be made of good metal and

possess great staying qualities. To

define him you may take all the

resources of Worcester and Webster

and a revised edition of Chambers

encyclopedia, with the forces of an

electric battery and the mysterious

contraction and expansion of a

thermometer that registers from 125

in the shade to 60 below zero, and

blend them all into one harmonious

living moving acting demonstrative

being that never eats only

when he can find time, and never

sleeps except when he can't help it,

who is always on duty day and

night, and when on duty is every

where present; knows everything

that is going on around him; has

both eyes and ears open; looks out

for business; always looks pleasant;

answers all questions pleasantly;

even the man who asks if that

time is correct when everybody

knows that one of the indispen-

able things about railways is correct time; he forecasts the weather for the information of his superintendent; tells which way the wind blows and how hard; takes an interest in farming; watches the growing crops, the rainfalls, the hail storms, the summer frosts, then anticipates the harvest; gives full details of the acreage under crop; the yield per acre, so that from his keen judgment the markets of the world are affected and prices go up or down long before the fields are fully ripened and these are only a very few of the things he has to do. No wonder he has to smile when some people intimate in plain English that he has nothing to do and gets a fat salary for doing it. Why people want to look out for agents? They are generally very quiet and though men of few words, they keep up a great thinking. They are liable when turned loose to do things that surprise people. We know one man in the West who this year raised fifty thousand bushels of wheat and made a small fortune at one stroke of genius.

IS MARRIAGE A FAILURE?

Never in the world's history was this question more frequently asked or more prominently before the masses, and what is there in it anyway? We have no time for idle discussion. We prefer to do something. As well ask is the sun a failure because we may occasionally discover an eclipse, or is the earth a grand failure because to many it is not a paradise? Life is what you make it, young man, and young woman too. Divine laws cannot be broken with impunity. As a man grows so shall he reap and the same is true of a nation. Do not heed the clamor of the thoughtless, excited multitude, but listen to the voice of reason. Go bend your ear and catch the voice of ages that comes welling up from the silent past, from a hundred million homes, whose influence will be felt through all coming time; whence sprang our greatness; what fired the blood of the patriots, the heroes and the martyrs, who bequeathed to us our franchises and religious freedom. If marriage is a failure then home is a failure. Did not the influence of the Spartan mother, and their homes make them irresistible in the wild tumult of battle. Love of home with them was stronger than death, yet Christianity had not consecrated their altars. Have we degenerated? No, no! Let a traitor dare quench the light of home and lay his polluted hand on its hallowed altar, made sacred by the blood of our fathers, and the marshalled armies of the universe would rise in defense of home and demand a halt. No, marriage as God intended it, is not a failure, and the light of home shall burn with increasing lustre, until the world's funeral day when the very stars go out.

THE BRITISH EMPIRE

The following gives the reader some idea of the extent and vastness of the British Empire upon whose conquests and possessions the sun never sets, with present population in round numbers, as follows:

England	25,000,000
Wales	1,370,000
Scotland	3,750,000
Ireland	5,200,000
Isle of Man	60,000
Channel Islands	60,000
Army, Navy and Island	225,000
Total	270,000,000
Canada	6,300,000
Australia	3,500,000
Possessions in America	1,800,000
Possessions in Europe	450,000
Possessions in Asia	3,800,000
Possessions in Africa	2,900,000

Grand Total

Total area in square miles 8,500,000

Canada alone has an area of 3,436,542

square miles.

A BOON AND A BLESSING.

A boon and a blessing to mankind is Hugard's Yellow Oil, the great pain destroyer and healing remedy for internal and external use. Yellow Oil cures all aches and pains, rheumatism, lame back, sore throat, croup, diphtheria, cramps, contracted cords and lameness. Procure it of your druggist.

A thaw and heavy rains have caused over 100 deaths in the Midlands in the west of England. Numerous fatalities are reported.

Sunday School Lessons

BLIND BARTIMAEUS.

LESSON XII, FIRST QUARTER: INTERNATIONAL SERIES, MARCH 24.

Text of the Lesson, Mark x, 46-52—Com-
mit to Memory Verses 51, 52—Golden
Text, Mark x, 48—Commentary by the
Rev. D. M. Stearns.

Comments from Lesson Helper Quarterly by
permission of H. S. Hoffman, publisher, Phila-
delphia.

"And as they came to Jericho, Jesus is
driving past to Jericho." Jesus is

driving past to Jericho, there to accomplish
that disease or exodus of which Moses and Elijah talked on the mount of transfiguration and of which He Himself had so often spoken John ii, 19-21; Matt. xii, 39, 40; Mark viii, 31, ix, 31, x, 33, 45; the death

figures in all the scenes since the Lord God first clothed Adam and Eve with the coats of skins (Gen. iii, 21); the atonement

which prevails the only sacrifice for sinners, sufficient for the sins of the world, efficient for all who receive it.

How many interesting incidents are connected with the history of Jericho since we first hear of it in connection with the encamping of Israel "in the plains of Moab, on this side Jordan, by Jericho (Num. xxii, 1). The crossing of the waters of Jordan, the new captain of the lords of Jordan when Jesus so meekly took his position, and the miraculous falling of the walls of Jericho, the salvation of Rahab and her kindred, the translation of Elijah and the healing of the waters by Elisha. The name "Jericho" according to Young signifies "fragrant," and surely these incidents in its history give it the fragrance of Him who is the Captain of our salvation.

"He that healeth blind men is himself blind." That He healed blind men as He came nigh to Jericho. He then entered and passed through Luke xvi, 35, 36; Mattheus says that as they departed from Jericho there were two blind men sitting by the wayside. And that He healed them both (Matt. xx, 29-36), these accounts read in the simplest way seem to indicate that there were two blind men, one on each side of Jesus as He entered Jericho and two as He left it. Bartimaeus being one of the two. There is no need to attempt to reconcile these accounts so as to try and make out that Jesus healed at this time only one or two blind men, there is nothing here to reconcile except our hearts to the Saviour, and that we become as little children, believing what He says.

"And Bartimaeus, the son of Timaeus, the one name explains the other. Bar signifying a son as in Matt. xvi, 17; Acts, vi, 36. We are not often told the names of those who were healed, and just why we should be told the name of this blind man is somewhat of a mystery. What a honor to have his name recorded in this Book of Books and handed down to all generations as one whom Jesus healed, but think of the greater honor of having our names written in Heaven (Gal. x, 21).

"Sat by the highway side begging?" Only a poor blind beggar, picture of utter helplessness, having nothing and unable to do anything, but pitifully ask alms of those who were passing by; what a picture of the situation! How could any poor and blind and naked fellow (17) but his partners were only as sensible of their blindness and poverty as Bartimaeus, how good it would be for them.

"He heard that it was Jesus of Nazareth." He had often heard of Him, for His fame had spread over all the land, and as he listened to the reports of His wondrous works, and especially when He seemed to speak, he tried to see the hand that worked the work to be wise, and even the dead to live again, he became convinced that this was none other than the one of whom the prophets had spoken and foretold that He would do these very things (Isa. xxxv, 5, 6), longing, no doubt, in his heart that some day Jesus might pass that way so that he might cry unto him and be healed. But he had learned that it was not in the Scriptures that He shall deliver the needy when he crieth, the poor also and him that hath no friend (Psalms xxiii, 12).

"He began to outcry, and say, Jesus, Son of David, have mercy on me." Would it be strange if, as he heard the crowd approaching, he inwardly felt that the day of his deliverance had come, and nervously asked, Who is it that is coming? Then as they told him that it was Jesus, with whom came others to must have great pity, he saw the opportunity he had longed for, the Mighty One of Israel was at hand, and he must cry unto Him, to do otherwise would indicate either indifference or unbelief.

"Many charged him that he should hold his peace." As well tell a man who is drowning or in the third or fourth story of a burning building with no apparent means of escape, to hold his peace, when he is in imminent danger, is not kind, and, further, and finally, that Jesus can't stop to attend to beggars. He knows better, he has long realized his sad condition and he believes that Jesus of Nazareth, the Son of David is a deliverer for just such as he, and therefore they cannot shut him up, but their efforts to do so only make him more determined to get a good deal of the Son of David who had him in his power.

"Jesus stopped and commanded him to be called." Blessed Jesus, healer of the poor, the blessed Jesus, healer of the sick, Thou dost not respect me because of my riches, nor despise the poor because of my poverty. The poor man's importance is a prevalent and the love of Heaven and earth stays.

"So, casting away his garment, rose and came to Jesus. The people, who saw that he was casting up, "left him." But still it is hard to understand, no cast aside his outer garment and quickly came to Jesus.

"What wilt thou that I should do unto thee?" They are now face to face, the helper and the helped, the Almighty and the impotent, and these are the words of Jesus to the trembling and expectant heart of the poor blind beggar. It is written that Amazons

said to the queen, "What wilt thou Queen Esther?" and what thy request? it shall be even given thee to the half of the kingdom" Esth. viii, 5, and when Solomon gave to the queen all that she desired, all that she asked of him (Chrom. ix, 12), but a greater than either of those kings is here, even the same who said to Solomon that night at Gath, "I will give thee whatsoever thou desirest" (1 Chron. xii, 7). The same who said to us, "If ye abide in My word, My words made in you, ye shall see what ye will and it shall be done unto you" (John xv, 7).

"The blind man bowed unto Him, Lord, that I might receive my sight." He did not say I am slow of speech, I cannot speak before this multitude, I cannot find words to tell my need, but simply, definitely and in few words, he said, "Lord, I believe." In all the prayer meetings I ever attended were these where the prayers consisted of but two or three sentences right from the heart, telling the real need of the soul, and many such prayers in quick succession.

Her Nerves Were Settled.



Mrs. Pallid!—Don't you find that the noise of the boiler factory across the street affects your nerves, Mrs. Youngwife?

Mrs. Youngwife.—I seldom hear it.

—How strange!

—Well you see, baby is teething now.—Drake's Magazine.

■ ■ ■ ■ ■

A FATAL ATTACK.

A fatal attack of croup is a frequent occurrence among children. Every household should be guarded by keeping Bayard's Pectoral Balsam at hand. It breaks up colds, coughs, croup, as well as bronchitis in a remarkable manner.

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QU'APPELLE.



Public Notice.

PUBLIC NOTICE is hereby given that His Honor, the Lieutenant-Governor has been pleased to order that Sittings of the Supreme Court for the Judicial District of Western Assiniboinia shall be held within the said District at ten o'clock in the forenoon on the days and at the places following:

REGINA, Monday, 25th March, 1889.

QU'APPELLE STATION, Friday, 5th April, 1889.

SWIFT CURRENT, Monday, 8th April, 1889.

MOOSE JAW, Tuesday, 9th April, 1889.

FORT QU'APPELLE, Friday, 3rd May, 1889.

By Command, R. B. GORDON, Secretary, Lieutenant-Governor's Office, Regina, N. W. T., 15th January, 1889.

FRANK MARWOOD

SUCCESSOR TO T. WELSH,

General Blacksmith

— AND —

Practical Horse-shoer.

A trial selected from parties having time or interfering horses. Plow shares made to order and satisfaction guaranteed.

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The Largest and Most Complete
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Hot and Cold Baths on each floor. Large
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QU'APPELLE.

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A SMART BOY will be wanted a raw
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WILL CURE OR RELIEVE

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JAUNDICE, ERYSIPELS,

SALT RHEUM, HEARTBURN,

DRYNESS OF THE SKIN,

AND every species of disease arising
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Campbell's Cathartic Compound

For Chronic Constipation.

Costiveness, and all Complaints

arising from a disordered state of the Liver,

Stomach and Bowels, such as

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Affections, Headache, Heartburn,

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Difficulty, Nausea, or Vomiting, &c., &c.

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Canada's Comic Paper.

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CAMPBELL'S TONIC ELIXIR

This general tonic and restorative

is especially adapted for the relief and cure of all diseases of the heart.

attendant upon a low or reduced

state of the system, and usually occu-

pies the first stage of the malady.

It is especially useful in the treat-

ment of Sudden Exhaustion, Asthma,

Consumption, &c., & in all cases where

anemic or debilitated conditions are

present, as grip, &c., &c.

ELIXIR will be found a valuable

remedy.

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FARMER'S ADVOCATE & HOME MAGAZINE

Every Farmer should read the leading and only independent publication devoted to his business.

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the lowest price.

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QU'APPELLE OBSERVATORY.
Readings of the thermometers for the week ending Wednesday, March 13th, 1889:

	6 a.m.	1 p.m.	6 p.m.
Thursday, Mar. 7,.....	25	36	19
Friday, Mar. 8,.....	5	22	25
Saturday, Mar. 9,.....	11	29	34
Sunday, Mar. 10,.....	16	36	42
Monday, Mar. 11,.....	19	27	28
Tuesday, Mar. 12,.....	20	12	0
Wednesday, Mar. 13,.....	6	8	4

WIND VELOCITY AND DIRECTION.
6 a.m. 4 p.m. 6 p.m.
Thursday, Mar. 7,..... N 4 W 11 E 12
Friday, Mar. 8,..... calm 4 4
Saturday, Mar. 9,..... S 10 E 12 S 6
Sunday, Mar. 10,..... S 8 E 12 S 6
Monday, Mar. 11,..... N 6 NW 10 W 12
Tuesday, Mar. 12,..... N 22 NW 38 NW 22
Wednesday, Mar. 13,..... calm calm 0

The Qu'Appelle Progress
The Leading Paper in East Assiniboinia.

Only \$1.00 a Year in Advance.

FRIDAY, MARCH 15, 1889.



BUNCO CANVASSER—I can't be mistaken! Aren't you a son of the Wilders, of Richmond?
His Prog.—No; I'm a son of a cannon, of Salt Lake City, and you don't want to fool 'round th' muzzle, young fellow.

PAY UP.

There is a considerable number of our subscribers who are in arrears for THE PROGRESS. At the low rate of one dollar a year we should receive the subscriptions in advance. It should not be necessary for us to send out accounts for subscriptions, nor should we be required to send out a collector. We hope those interested will take these hints kindly and let us hear from them, as we are really furnishing a better paper than the extent of our patronage is legitimately entitled to.

Home & Gossip.

Little Local Links in the Town's Chain of History.

QU'APPELLE.

—More snow.

—A young winter.

—Seeding operations suspended.

—Mr. L. W. Mulholland, a former resident, was in town last week.

—Mr. J. H. Ellis, of Ellisboro, gave THE PROGRESS a friendly call yesterday.

—We had a visit last week from Mr. T. L. Bray and Mr. S. V. Bray, of Wolseley.

—All parties having books from the reading room are requested to return them at once.

—The cricket club held a meeting on Saturday last and decided to give a concert on Easter Monday evening.

—On the first page we give two illustrations that we endeavored to procure for last week's issue, but they arrived to late.

—The letters from farmers crowded out last week are given in this issue together with large amount of other matter held over.

—Mr. A. M. McLane, one of the District immigration delegates east, started by this morning's train for the east. He goes direct to Ottawa first, and will work his way on the C. P. R. lines from that point to Toronto.

—A meeting of the ratepayers of Ward No. 1 of this municipality is called for the purpose of discussing the Hord law, the meeting to be held at the Edgeley school house at 15 o'clock, on Saturday, the 23rd inst. All ratepayers of the Ward are requested to attend.

—Mr. A. E. Banbury, of Wolseley, was in town yesterday.

—Mr. J. C. Price, wagon maker, has purchased the old photograph gallery and moved it to Caswell st. where he is fitting it up for a work shop.

—We stated in our last issue that 2000 copies were issued. There was indeed such a big demand for our last number that we printed in all 2800 copies. Extra copies can be obtained at this office.

—A meeting of the Qu'Appelle Brass Band will be held on Wednesday night next, 20th inst., in the school house. All those desiring to join are requested to attend, as the new band master will be in attendance.

—The R. C. Ladies Aid Society of this place will exhibit fancy work and other articles in the immigration building, on Monday afternoon next, the 18th inst., and a draw for the same will take place at 20 o'clock, same evening. Tickets 50 cents each, or three for \$1.00, obtainable from any of the ladies belonging to the above Society. Every ticket gets a prize. All are invited.

—On Saturday evening last a meeting of citizens and members of the brass band was held at the Queen's hotel. Mr. R. Dundas Strong was appointed chairman, and Mr. T. T. Thomson secretary. After some discussion it was decided to assist the band in the payment of a teacher. Mr. St. Louis, whose services have been secured, is now on his way from Prince Albert, and will take charge of the band on his arrival.

—At the Leland: J. Waddell, Moose Jaw; W. W. McNichol, A. E. MacCaul, J. Burnet, V. S. Regina; Dr. M. M. Seymour, Mrs. Seymour, Fort Qu'Appelle; Daniel Cameron, G. T. Oliver, R. Rakaby, C. H. Girdlestone, J. C. Gillespie, L. C. McIntyre, Winnipeg; J. A. Lind, Raw Portage; M. N. W. J. McKenzie, Crooked Lakes; C. H. Larkin, Brandon; J. H. L. Rinkles, Canberry, H. W. Gourlie, Toronto; L. W. Muholand, Oak Lake.

—At the Queen's: W. Gordon, Geo. Radston, Regina; Harry Walters, Prince Albert; Mrs. Alex. Stewart, W. G. Toole, Ottawa; C. McLean, Moose Jaw; P. Powell, W. Powell, E. Sample, Jno. Sample, Pleasant Plains; W. Anderson, J. Raye, A. Boyd, Indian Head; F. Ford, Geo. Goldie, Fort Qu'Appelle; Harry Ron, J. Davis, W. Harvey, C. G. Booth, Sintaluta; F. Campbell, A. Mayhew, Cannington, Ont.; J. M. Cameron, R. Stewart, T. Blackwood, Winnipeg; R. Collins, Brandon.

—A grand instrumental, vocal and operatic concert will be given by the Qu'Appelle Cricket Club on Easter Monday evening, the 22nd day of April next. A committee consisting of Rev. W. H. Green, Corp. Purches and Messrs. Beauchamp, Sperling and Strong, have the arrangements in hand. The program is intended to include orchestral pieces, glee, songs, and a burlesque operetta, and it is confidently expected by the committee that the Qu'Appelle Brass Band, with their new conductor, will take part in the entertainment.

BASE BALL CLUB.

A most enthusiastic meeting of the members and friends of the Base Ball Club was held in the school house, on Wednesday evening last. Mr. Davidson occupied the chair and Mr. Bulyea acted as secretary.

Mr. McCannel, sec.-treasurer, gave a statement of receipts and expenditure, showing a balance of \$26.80, besides a stock on hand of material and outfit, consisting of seven balls, mask, gloves, ground fittings, lumber, etc.

The report was adopted.

Mr. Davidson, M.T.L., was appointed patron; Mr. S. H. Caswell, hon.-president; Mr. J. P. Beauchamp, president; Mr. Jas. Scott, vice-president; Mr. G. H. V. Bulyea, sec-treas.; Mr. A. C. Peterson, umpire; Mr. T. Drury, custodian.

Messrs. Stewart, Vycars and Hudson were appointed to solicit subscriptions.

On motion the fee was set at one dollar.

After vote of thanks to the chairman and also to those officers and others who assisted the club last year, the meeting adjourned.

The Farmers

Tell their Experience in the Canadian Northwest.

To the Editor of The Progress.

Sir, I have much pleasure in giving my experience in the North West, and my opinion of the country to all who care to read my story. I have a fine grant farm of 160 acres in the fall of 1887, and have a good stock of implements to start with, and now own a comfortable log house, stable, granary, team of oxen, pony, hens, and sufficient farm implements to get along with for a time.

I have avoided going into debt for machinery such as a binder, mower, etc., preferring to either hire my cutting done, or exchange my farm for one with neighbors, and I consider that the best policy for those who can not pay cash for them. I had 7 acres of crop in '87, which yielded an average of 20 bushels per acre, and 18 acres in '88 which averaged 34 bushels per acre. I will have 22 acres of crop this year and purpose breaking an additional 40 acres. I have found it to my interest so far to work away from home during the summer and never had any difficulty in getting work.

I have now a fair start in farming, and at the end of three years from date of entry will have the deed of 160 acres of good wheat land within six miles of a good market.

I worked for a time in Dakota and saw a small part of the country. Since I came to the North West I have had a decided preference for the Canadian North West. I know of no place where I could have succeeded better in establishing a comfortable and happy home in so short a time. To say there no difficulties to be met with would be to tell an untruth, but all who are able and willing to work have done well for us I can see.

I am anxious to advise those who are thinking of immigrating to come here. We have room for millions. Bring some capital if you have it and if you have none you will find energy, industry and good money substitutes.

I have no doubt about the future of the country. The Almighty has given us a great heritage and it remains for us who are here now and those who join us in the future to build up a great country.

Yours truly, Jno. B. Bunn.

Qu'Appelle, March 8th, 1889.

JOHN B. BUNN,
Editor of The Progress, Mar. 12, 1889.

To the Editor of The Progress.

Sir, In compliance with your request I herby give you a statement of my experience and opinion of the N. W. T. I arrived in Qu'Appelle the 5th day of May, 1884. My wife and 2 children arrived the 11th of June, 1884. I took up a homestead in the same. I spent the winter of 1884-85 in the same, 1885 being the year of the rebellion, I, like many more, did not farm. The next year, 1886, being a very dry season, my crop failed; the cause was the land being so rough it did not yield any moisture at all. In 1887 I had a fair crop of wheat and made the highest price then paid. Last year, 1888, had an excellent crop and was soon on the market yielding 60 bushels per acre. Barley sown in sensible yielded 25 bushels per acre, not ploughed. When I arrived in this country I made my mind up to go to work and see to what extent it was possible for a man to better his position in life who had nothing to start with but a few ten acres of land. I took up a homestead in the same. I had 5 pigs, about 60 head of poultry (not bad pay for five years work). I truly believe that the time is not far distant when we shall be able to say that we have a home in the most prosperous country in the world, for the following simple reasons: We have a very healthy climate; we are owners of the soil we cultivate; we grow every kind of grain; we can raise a good crop in any kind of weather; right at home for all kinds of farm produce; lots of good cattle and feed for them costs next to nothing, and provisions are very cheap; our taxes are very light, and the class of settlers we have here are always ready to help a man in any shape or form to better his position. I think there are facts good enough to make any man consider immigrating to the N. W. T. This is the country that started in business with thousands of pounds, that now have to go to work every day as common laborers to earn enough to live on. I know that many want this country with the present financial statement of the farmer) a paradise to live in. I am surprised that so few have up to the present time come out to this country. I think in the future we may look forward to having a large influx of people from England that will make good settlers for the N. W. T.

Yours, etc., J. H. Neart.

TO THE EDITOR OF THE PROGRESS.

On motion the fee was set at one dollar.

After vote of thanks to the chairman and also to those officers and others who assisted the club last year, the meeting adjourned.

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